

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1-29. (canceled)

30. (new) Anti-skid system for vehicle wheels, comprising gripping elements, available for contact with the tread of the wheel, arranged at the free ends of arms connected to a central connecting body, a clamping element (15) apt to be fastened to the rim of said wheel, and a constraining assembly able to establish a connection between said arms (21, 22) and said clamping element (15), characterized in that said constraining assembly comprises

a collar (17), integral with said clamping element (15),

a connecting rod (18), carrying a constraining bracket (38) and freely slidable through said collar (17), and

an operating knob (19) screwable on a threaded operating pin (16) of the clamping element (15) in opposition to said collar (17).

31. (new) Anti-skid system for vehicle wheels as in claim 30, wherein said constraining assembly further comprises a non-extendable chain (30) firmly connected to a constraining element (18) fixed to the clamping element (15) and which passes

through said connecting body (26), the connecting body having a flared shape which is provided, at its inlet mouth, with at least one radial groove (31, 32, 33, 34) inside which a link of the chain (30) may be inserted edgewise so as to obtain the desired locking action.

32. (new) Anti-skid system according to claim 30, in which the free end of said chain has resilient fastening means (35, 36) able to keep said chain adherent to the anti-skid system.

33. (new) Anti-skid system according to claim 30, in which said arms have an elbow shape, the fold of the elbow being intended to come into contact with the rim (12) of the vehicle wheel.

34. (new) Anti-skid system according to claim 30, in which the clamping element (15) has a collar (17) from which there projects a bell-shaped body (50) having, at least in the inlet mouth portion, a chamfered internal surface (51) able to co-operate with a corresponding chamfered surface of an internal sleeve (52) which can be engaged with and tightened on a bolt (13,14) of the rim, said sleeve (52) being able to slide inside the bell-shaped body (50) actuated by said threaded pin (16) protruding from the collar (17) and displaced by the operating knob (19) which can be screwed on said pin (16) in opposition to said collar (17).

35. (new) Anti-skid system according to claim 34, in which said sleeve (52) has a circular base from which a series of deformable petal-shaped elements (52a) integrally extend, said elements being able to close together around the bolt when the sleeve is displaced inside the bell-shaped body (50).

36. (new) Package containing a system according to claim 30 and a plurality of sleeves (52) of different sizes able to be engaged with bolts of varying sizes.

37. (new) Clamping element for an anti-skid system according to claim 30, comprising a jaw component able to clamp a bolt and tightening means able to produce a relative movement between the jaw component and a containing body shaped so as to gradually constrict the jaw body around the bolt, characterized in that the jaw body comprises a plurality of independent clamping blocks (4', 25', 35') which are joined together by resilient means (5', 10', 20', 23', 30', 42').

38. (new) Clamping element for an anti-skid system according to claim 32, in which a bell-shaped body (50) inside which the clamping blocks (4') slide, has, at least in the inlet mouth portion, a chamfered internal surface (3') against which the chamfered external surface of the clamping blocks (4', 35') slides.

39. (new) Clamping element for an anti-skid system according to claim 37, in which said resilient means are compression springs (5') arranged circumferentially between the

adjacent surfaces of said clamping blocks (4').

40. (new) Clamping element for an anti-skid system according to claim 37, in which said resilient means are thin pieces of rubber or synthetic material (10') fixed by means of bonding, vulcanisation or mechanically onto the opposite surfaces of the adjacent clamping blocks.

41. (new) Clamping element for an anti-skid system according to claim 37, in which said resilient means consist of an elastic-washer retaining spring (20') engaged in slits (21') formed in the internal portion of the clamping blocks (4'), the washer exerting a pre-compressive force tending to displace the clamping blocks (4') away from each other.

42. (new) Clamping element for an anti-skid system according to claim 37, in which said resilient means consist of a resilient expansion ring (23') arranged in a groove formed in the internal surface of the external portion of the clamping blocks (4').

43. (new) Clamping element for an anti-skid system according to claim 37, in which said resilient means comprise an O-ring (42') arranged in the internal portion of the clamping blocks (35') which blocks rest on an internal washer (36').

44. (new) Clamping element for an anti-skid system according to claim 37, in which said clamping blocks (41, 25') have an external end which is step-shaped.

45. (new) Clamping element for an anti-skid system according to claim 44, in which said clamping blocks (4') have an external end with several adjacent faces having different inclinations.

46. (new) Clamping element for an anti-skid system according to claim 37, in which said tightening means comprise a shank (9') engaged with said clamping blocks (4', 25', 35'), passing through a support collar (17) and translation driven by an operating member (19) acting in opposition to said collar.